

## **2.3 Utilities and Emergency Services**

### **2.3.1 Affected Environment**

This section describes the existing utilities and emergency services facilities and providers in the project area that could potentially be affected by the proposed project improvements.

#### **2.3.1.1 Utilities**

The following utility providers have facilities located within the study area along the project segment of State Route 74 (SR-74):

- **Southern California Edison:** Overhead transmission lines and power poles
- **San Diego Gas and Electric (SDG&E):** Overhead electrical lines
- **AT&T Communications:** Overhead communication lines
- **Water and Sewer Services:** Santa Margarita Water District Service Area, Western Municipal Water District

#### **2.3.1.2 Fire Protection/Emergency Services**

The project limits that are within the Cleveland National Forest fall within a Federal Responsibility Area, where fire protection services are provided by the United States Forest Service (USFS). The project limits that are within Ronald W. Caspers Wilderness Park fall within a State Responsibility Zone, where fire protection services are provided by CalFire (CalFire 2007a, 2007b). The nearest fire station is the USFS San Juan Fire Station, which is located at the western end of the project limits (35505 Ortega Highway, San Juan Capistrano, California 92675). Other nearby fire stations include the Riverside County Fire Department El Cariso Station No. 51 (located at 32353 Ortega Highway, Lake Elsinore, California 92530), and Rancho Carrillo Fire Station No. 62 in Murietta, California.

Emergency medical services in the study area are provided by contracted ambulance providers. CARE Ambulance serves Los Alamitos, Mission Viejo, Rancho Santa Margarita, and the surrounding unincorporated areas of Orange County (Orange County Fire Authority). American Medical Response (AMR) serves the Riverside County Southwest ambulance zone, including Cities of Canyon Lake, Lake Elsinore, Menifee, Murrieta, Temecula, Wildomar and the surrounding unincorporated areas.

### **2.3.1.3 Police Protection**

The project limits fall within the Trabuco Ranger District of the Cleveland National Forest, where law enforcement services are provided by the USFS. The Trabuco District Ranger Station is located approximately 20 miles north of the study area (1147 E 6<sup>th</sup> Street, Corona, California 92879). The closest police station to the project limits is the Riverside County Sheriff's Department Lake Elsinore Station, located approximately seven miles northeast of the project limits (333 W Limited Avenue, Lake Elsinore, California 92530).

In addition, the Search & Rescue Reserve Unit of the Orange County Sheriff's Department is responsible for managing urban and wilderness searches for missing persons and fleeing suspects in the County. The Search & Rescue Reserve Unit has formal agreements for mutual aid with the California Emergency Management Agency, the USFS Cleveland National Forest, and other local agencies (Orange County Sheriff's Department 2017).

Police services on State highways in California, including SR-74, are provided by the California Highway Patrol. The nearest California Highway Patrol office is located approximately 11 miles southeast of the project limits (32951 Camino Capistrano, San Juan Capistrano, California 92675).

## **2.3.2 Environmental Consequences**

### **2.3.2.1 Temporary Impacts**

#### ***Build Alternative (Preferred Alternative)***

The construction of the Build Alternative would affect existing overhead utility facilities, which could require protection in place, removal, replacement, or relocation. Three electrical poles near the roadway shoulder would be permanently relocated during construction, and relocation of additional public utilities facilities, such as SDG&E lines and overhead communications lines, may be required. No impacts to underground utility facilities are anticipated during construction. Construction may result in temporary service disruptions to some utility users. Any potential impacts to utilities or utility users during construction would be addressed by the implementation of Project Feature PF-UES-1, described below.

**PF-UES-1** During final design, utility relocation plans for those utilities that will need to be relocated, removed, or protected-in-place will be prepared in consultation with the affected utility relocation providers/owners. If relocation is necessary, the final design will focus on relocating

utilities within the State right-of-way or other existing public rights-of-way and/or easements. If relocation outside of existing rights-of-way or additional public rights-of-way and/or easements required for the project are necessary, the final design will focus on relocating those facilities to minimize environmental impacts as a result of project construction and ongoing maintenance and repair activities. The utility relocation plans will be included in the project specifications.

Prior to and during construction, the construction contractor will implement the components of the utility relocation plans provided in the project specifications.

Prior to utility relocation activities, the Resident Engineer will coordinate with affected utility providers regarding potential utility relocations and inform affected utility users in advance of the date and timing of potential service disruptions.

During construction of the Build Alternative, some impairment to emergency service delivery, including fire and police response time, may occur during the roadway closures. Construction of the Build Alternative would require full (eastbound and southbound) closures of SR-74 from 0.80 mile west of the San Juan Hot Springs Canyon (PM 11.50) to the Orange/Riverside County line (PM 16.60) during blasting work, and one lane or full closures during roadway and structural work. Traffic will be directed with flagging during partial closures. These partial closures will leave one travel lane open for use by both eastbound and westbound lanes. Full closures will be allowed during off-peak hours to minimize impacts to traffic. The peak periods for which closures will be avoided include the hours between 5:30 a.m. and 9:30 a.m. and 3:00 p.m. and 6:30 p.m., Monday through Friday. During full closures of SR-74, traffic operations along Interstate 5 (I-5), Interstate 15 (I-15), State Route 55 (SR-55), State Route 91 (SR-91), and State Route 76 (SR-76) may be affected on a temporary basis due to vehicles detouring to these routes.

Detour routes would be provided to direct traffic. Four detour routes would be available during construction: (1) from southbound (SB) I-5 to eastbound (EB) SR-76 to northbound (NB) I-15, (2) from NB I-5 to NB SR-55 to EB SR-91 to SB I-15, (3) from NB I-15 to westbound (WB) SR-91 to SB SR-55 to SB I-5, and (4) from SB I-15 to WB SR-76 to NB I-5. While detour routes would allow for EB and WB traffic flow, the temporary closure of SR-74 would result in increased travel times. As

a result, emergency service providers could experience travel delays when travelling to/from emergency scenes during the off-peak closures of SR-74. During full closures, close coordination will be necessary with neighboring cities' emergency service providers to provide support during emergency calls.

This would be addressed by the implementation of Project Feature PF-UES-2.

**PF-UES-2** All temporary closures and detour plans would be coordinated with law enforcement, fire protection, and emergency medical service providers to minimize temporary delays in emergency response times, including the identification of alternative routes for emergency vehicles and routes across the construction areas that are developed in coordination with the affected agencies.

As discussed in Project Feature PF-T-1, the Transportation Management Plan (TMP), described in more detail in Section 2.4, Traffic and Transportation, all traffic handling and detours will be coordinated with the Cities of San Juan Capistrano, Perris, and Lake Elsinore, the United States Army Corps of Engineers, Riverside County, Orange County, and Caltrans District 8. Caltrans has and will continue to coordinate with stakeholders, such as the affected cities, emergency responders, the California Highway Patrol, and others.

With the implementation of these standard measures as described above, temporary impacts to utilities and emergency services during construction would be reduced.

### ***No Build Alternative***

No improvements to this segment of SR-74 are proposed under the No Build Alternative other than routine maintenance. Therefore, the No Build Alternative would not result in temporary adverse impacts to utilities and emergency services.

### **2.3.2.2 Permanent Impacts**

#### ***Build Alternative (Preferred Alternative)***

Any relocation or other effects to utility facilities under the Build Alternative would occur during the final design or construction phase. As described above, the overhead SDG&E and AT&T communication lines would be relocated due to conflicts with the Build Alternative; however, all utility facilities would be relocated near the current configuration and all utility services would be permanently maintained. The Build Alternative would not result in increased demand for any public utility services.

Therefore, the Build Alternative would not result in permanent adverse effects on utility facilities and providers.

No permanent impacts to emergency access would occur under the Build Alternative. The proposed project would improve the safety of traffic flow on this segment of SR-74, particularly near the San Juan Fire Station facility by improving the non-standard superelevation and providing lighting. Therefore, the Build Alternative would not result in permanent adverse effects on emergency services and providers.

### ***No Build Alternative***

No improvements to this segment of SR-74 are proposed under the No Build Alternative, and the existing two lanes (single lane in the WB and EB directions) would be maintained. The No Build Alternative would not result in permanent impacts to utilities and emergency services.

### **2.3.3 Avoidance, Minimization, and/or Mitigation Measures**

Project features have been incorporated into the Build Alternative as discussed above and in Section 2.4, Traffic and Transportation, to address the potential temporary impacts of project construction on utilities and emergency services; therefore, no avoidance, minimization, and/or mitigation measures are necessary.

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